

OUR NEWS-ROOMS
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"HONGKONG TELEGRAPH"
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The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 301

日四十月二年二十二緒光

FRIDAY, MARCH 27, 1896.

五拜禮

號七廿月三英港香

THIRTY DOLLARS
PER ANNUM.

ONE THOUSAND DOLLARS
European Subscribers to the
Hongkong Telegraph are, from
1st October, 1895, insured for
the sum of \$1,000 against Fatal
Accident.

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital \$1,000,000
Subscribed Capital \$500,000
HEAD OFFICE—HONGKONG.

Court of Directors:—
D. Gillies, Esq., Chairman.
H. Stollerfoht, Esq., Vice-Chairman.
Chan Kit Shan, Esq., Secretary.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
Hongkong, 23rd October, 1895.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL \$1,500,000
SUBSCRIBED \$1,185,000
PAID-UP \$685,500

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED ON CURRENT
ACCOUNTS at the Rate of 2 per cent.
per annum on the Daily Balance.

On New Fixed Deposits:—
For 12 Months 4 per cent.
" 6 " 3 " "
" 3 " 2 " "
DEPOSITS RETURNED ON OLD TERMS.

J. W. R. TAYLOR,
Manager, Hongkong.
Hongkong, 18th December, 1895.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP \$300,000
RESERVE LIABILITY OF SHARE-
HOLDERS \$300,000
RESERVE FUND \$35,673

INTEREST ALLOWED ON CURRENT
ACCOUNTS at the Rate of 1/2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months 4 per cent.
" 6 " 3 " "
" 3 " 2 " "
T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 16th September, 1895.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$7,750,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:—
A. McCONACHIE, Esq., Chairman.
St. C. MICHAELSEN, Esq., Deputy Chairman.
Hon. J. J. Bell-Irving, Esq., J. Kramer, Esq.,
G. B. Dodwell, Esq., D. R. Sassoon, Esq.,
M. D. Eschke, Esq., R. Shewan, Esq.,
R. M. Gray, Esq., N. A. Siebs, Esq.,

CHIEF MANAGER:—
Hongkong—T. JACKSON, Esq.,
MANAGER.

Shanghai—J. P. WADE GARDNER, Esq.,
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED
ON Current Accounts at the rate of 2 per Cent.
per annum on the daily balance.

INTEREST ON FIXED DEPOSITS:—
For 3 months, 2 1/2 per Cent. per annum.
For 6 months, 3 per Cent. per annum.
For 12 months, 4 per Cent. per annum.

T. JACKSON,
Chief Manager.
Hongkong, 15th February, 1896.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST ON deposits is allowed at 3 1/2 per
Cent. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANKING CORPORATION. Rules may be
obtained on application.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895.

Intimations.

NOTICE.

THE EAST POINT DAIRY FARM COMPANY.

TO avoid any misapprehension, I beg to
inform our CUSTOMERS and the
PUBLIC in general that our CATTLE are
entirely FREE from DISEASE. The majority
of our Cattle, of which we have over 200 head,
were specially picked out from the principal
healthy Dairies and Cattle-rearing Districts in
Australia by the undersigned, who has been
connected with this Company and its Predecessor
since 1891, and who has spent no time or
trouble to study the Diseases of Cattle, having
twice visited Australia and India for that
purpose.

The Cattle Plague which broke out the year
before last in this Colony did not touch our
Dairy, which is situated in the Wong Nei Cheong
Valley at the Eastern part of the Colony and
surrounded on all sides with fir and other trees,
and it is one of the healthiest localities in this
Colony for Cattle.

Our Produce, about 1,000 lbs. of milk daily, is
used by the Civil and Military Hospitals and
the Officers' Mess as was mentioned in connection
with the cases of Typhoid fever and by the
principal institutions in the Colony for the past
few years, and is sold at our Depot—No. 12,
D'Aguiar Street.

A. RUMJAHN,
Managing Proprietor.
Hongkong, 12th March, 1896.

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SEARS AND LUMBER
Always on Hand.

H. MALLORY,
Hongkong, 2nd June, 1895.

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

HONGKONG HOTEL—PRAYA.

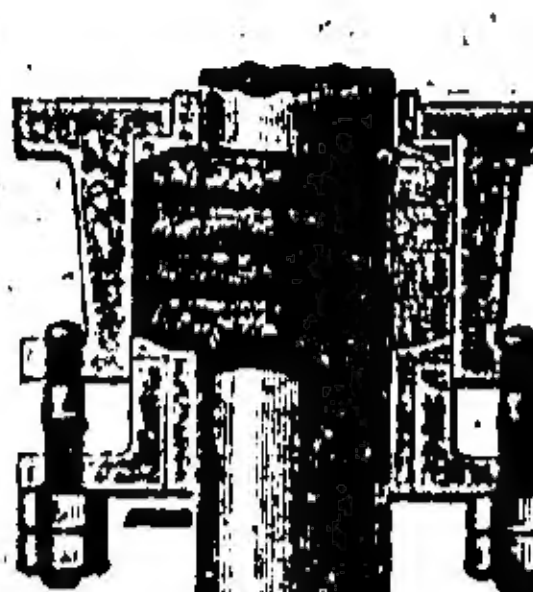
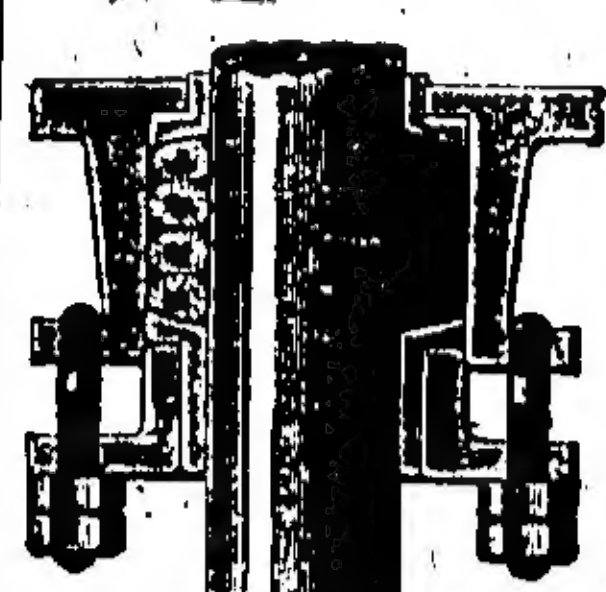
Sole Eastern Agents for

SPHINXOR GRIP ARMOURD HOSE.

SNOWDON, SONS & Co. "SNOW-
DRIFT" MANUFACTURE.

THE NEW WIRE WOVE ROOFING CO.

THE ALUMINIUM AND GENERAL
FOUNDRY CO.



BELL'S METALLIC and ASBESTOS PACKINGS are unequalled for both Compound and
Triple Expansion Engines.

COTTON PARAGON PACKING, TUCK'S PACKING and all kinds of jointings kept in stock.
SPECIALLY MADE CLOTH FOR FILTERS. ENGINE AND CYLINDER OILS.

Hongkong, 27th February, 1896.

SCOTCH WHISKIES.

FINE OLD GLENLIVAT. VERY OLD HIGHLAND BLEND.
MONARCH OF THE GLEN. RARE OLD BLEND.
WAYFOONG BLEND.

EXTRA SPECIAL FINEST LIQUEUR.

V. O. S. (OLD MATURED.)
FERRINTOSH (GREAT AGE VERY FINE.)
From \$7 to \$25 per Dozen.

CALDBECK, MACGREGOR & Co.,
WINE and SPIRIT MERCHANTS.

Hongkong, 17th March, 1896.

EX S.S. "CADIZ."

(DIRECT IMPORTATION FROM JEREZ.)
DRY SHERRY in cases of 12 Bottles at \$8.00 per Case.
And a small lot of choice Wines.

GRANT JEREZ, N.P.O.
CORONA VIEJO OLOROSO.
FAMOSO MOSCATEL EXTRA.
NECTAR.

SHAW & Co.,
Hongkong, 21st March, 1896.

JASTRAM'S PATENT GOLDEN MEDAL PETROLEUM ENGINES.

OF 2 TO 12 H.P.
FOR FACTORIES AND LAUNCHES.

WORKED BY ORDINARY PETROLEUM.

Consumption of Petroleum 1 lb. per H.P. and Hour.

A Working Stationary Engine and a Launch with a 4 H.P.

Engine will be shown and full particulars be given on application.

SCHEELE & CO., HONGKONG,
SOLE AGENTS FOR THE EAST.

NO PROFESSIONAL ENGINEER REQUIRED.

THE HONGKONG BUTCHERY.

No. 11, 15 and 16 Central Market.

TRY OUR

VEAL SAUSAGES 25 Cents per lb.

BOLOGNA SAUSAGES 50 Cents per lb.

SHIP AND COAST PORT ORDERS WILL HAVE PROMPT ATTENTION.

J. TATAM,
Proprietor.

Hongkong, 11th February, 1896.

DISSOLUTION OF PARTNERSHIP.

HONGKONG TRADING COMPANY.

SALE

WILL BE CONTINUED DURING THIS WEEK.

GREAT BARGAINS IN

GENTLEMEN'S OUTFITTING.

Hongkong, 23rd March, 1896.

BRAUN'S "EXPORT" BEER.

IS A QUESTION EVERYONE IS ASKING EVERYONE KEEPS.

IF NOT, TRY IT AND YOU WILL PRONOUNCE IT A FIRST CLASS LAGER BEER.

A MARVEL OF CHEAPNESS AND A DELIGHT TO THE EPICURE.

PRICE:—
\$10.50 per Case of 6 dozen Pints. \$12.50 per Case of 4 dozen Quarts.

Cash on Delivery.

THE SEATTLE BREWING & MALTING CO., CHINA-JAPAN AGENCY.

Head Office—3, D'Aguiar Street, Hongkong.

For price and terms apply to THE MANAGER.

Hongkong, 22nd January, 1896.

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
STRAITS AND BOMBAY	RoMilla	S. Barcham	About 4th April	Freight or Passage. (Calling at Colombo if sufficient inducement offers).
SHANGHAI	Phila	J. Jeppson	About 5th April	Freight or Passage.
LONDON	Formosa	E. P. Bishop	About 6th April	Freight or Passage.
LONDON, &c.	Katara-Hind	C. L. Daniel	Noon, 9th April	See Special Advertisement.
LONDON	Shanghai	Cowie, R.N.R.	About 18th April	Freight or Passage.

For Further Particulars, apply to ALF. WOOLLEY, Acting Superintendent.

Hongkong, 27th March, 1896.

HIRANO WATER.

PER CASE OF 48 BOTTLES \$7.50
" 48 " \$1.50

TRADE MARK. 源 A SPARKLING ALKALINE WATER WHICH MIXES
行 Hong Name: 和 YUEN W. O. PERFECTLY WITH WINES AND SPIRITS.

TELEPHONE, No. 135.

SOLE AGENTS:—

GANDE PRICE & CO.,

WINE AND SPIRIT MERCHANTS,
28, QUEEN'S ROAD CENTRAL.

Hongkong, 23rd March, 1896.

MEALS

Breakfast	15c
Tiffin	15c
Dinner	20c
All 3 Meals	45c

MONTHLY RATES FOR
AT THE HOTEL

LANE, CRAWFORD & CO.

GENERAL STORE-KEEPERS AND COMMISSION AGENTS.
SHIPCHANDLERY DEPARTMENT.

SIR CHAS. PRICE & Co.'s ENGINE and CYLINDER OILS.
ENGLEBERT'S CYLINDER OIL.
CRANE'S CYLINDER OIL.

TUCK'S GENUINE PATENT PACKING.
VALVOLINE, CASTOR OIL &c., &c.

ASBESTOS PACKINGS of all kinds. PARAGON PATENT PACKING.

ROPE, CANVAS, &c.
HUBBARD'S PAINTS and VARNISHES.

HOLZAPFEL'S PATENT COMPOSITION, ANTI-CORROSIVE and ANTI-FOULING, for
STEEL VESSELS.

SOAPSTONE ENAMEL COMPOSITIONS for HOLDS, BUNKERS and TOP-SIDES.
FRESH WATER SUPPLIED.

LANE, CRAWFORD & CO.

Hongkong, 4th February, 1896.

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS, "EXCELSIOR," HONGKONG. TELEPHONE, No. 35.

A. B. C. Code.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN QUEEN'S ROAD.

TIFFIN AT 1 P.M. DINNER AT 3 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in PRIVATE DINING-ROOMS.

For further Particulars apply to THE MANAGER, MOUNT AUSTIN HOTEL.

Hongkong, 27th July, 1895.

THE CLUB HOTEL.

5, BOND, YOKOHAMA.

HOTEL METROPOLE.

1, TSUKIJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT.

Experienced English maître in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of passing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

H. V. SJOEN, Manager, YOKOHAMA.

L. DEWETTE, Manager, TOKYO.

Intimations.

THE STANDARD LIFE ASSURANCE COMPANY.

has a long record of GOOD SERVICES to refer to; its FUNDS, annually increasing, amount to £8,086,402 Stg. The premiums are moderate; and all modern features consistent with safety have been adopted.

For Particulars and Rates, Apply to

DODWELL, CARLILL & Co., Agents.

Hongkong, 2nd March, 1896.

THE MANCHESTER FIRE ASSURANCE COMPANY.

ESTABLISHED A.D. 1824.

CAPITAL \$2,000,000
TOTAL FUNDS AND SECURITY \$4,500,000
NET ANNUAL FIRE PREMIUM \$757,478

HAVING been appointed AGENTS of the above Company we are prepared to accept EUROPEAN and CHINESE RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co., Agents.

Hongkong, 2nd January, 1896.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Agents.

Hongkong, 28th May, 1895.

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED \$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT, Secretary.

HEAD OFFICE, No. 2, QUEEN'S ROAD WEST.

Hongkong, 28th May, 1895.

GENERAL NOTICE.

THE ON-TAI INSURANCE COMPANY, (LIMITED).

CAPITAL, TAELS 600,000 \$333,333-33
EQUAL TO \$333,333-33
RESERVE FUND \$118,000-00

BOARD OF DIRECTORS.
LEE SING, Esq., LO YUE MOON, Esq.,
LOU TAO SHUN, Esq.,

MANAGER—HO AMEL.

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 17th December, 1895.

Intimations.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE THIRTEENTH ORDINARY GENERAL MEETING OF SHAREHOLDERS in the COMPANY will be held at the COMPANY'S OFFICE, No. 9, Praya Central, Victoria, TO-MORROW, the 28th March, at 12 o'clock NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1895, deciding a Dividend, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 25th instant, both days inclusive.

By Order of the Board of Directors,
SHEWAN & Co., General Managers.

Hongkong, 27th March, 1896.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a STATEMENT of BUSINESS CONTRIBUTION during the Half Year ended 31st December, 1895, on or before the 31st instant, on which date the ACCOUNTS will be CLOSED.

By Order of the Board of Directors,
R. COOKE, Acting General Manager.

Hongkong, 2nd March, 1896.

CANTON INSURANCE OFFICE, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1895.

CONTRIBUTORS to the above Office are requested to furnish the Undersigned with a LIST of their CONTRIBUTIONS for the year ending 31st December, 1895, in order that the distribution of BONUS may be arranged. Returns not rendered prior to the 31st day of March, instant, will be adjusted by the Office, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Agents.

CANTON INSURANCE OFFICE, LIMITED.

Hongkong, 4th March, 1896.

KELLY & WALSH, LIMITED.

SALTER'S CELEBRATED BLACK GUT TENNIS BATS.

SLAZENGER'S DEMON TENNIS BATS.

THE SPECIAL DEMON BAT.

CHEAP TENNIS BAT.

An Excellent Racquet in a variety of weights, made of Strong Black Gut, Double or Single String.

SINGLE STRING \$4.50
DOUBLE STRING \$6.00

KELLY & WALSH, LIMITED.

Hongkong, 5th March, 1896.

Today's
Advertisements.

**THEATRE ROYAL,
CITY HALL.**
TO-NIGHT (FRIDAY), 27th March.

WILLARD OPERA COMPANY.

The Great Criterion Success,
"ALL ABOUT A D."
Mr. JOHN F. SHERIDAN,
In his Eccentric Impersonation of
Mr. BEETHOVEN BOWLES.
This Musical Extravaganza has been the Crown
of the present London Season, and is absolutely
the funniest piece of the Season.
The following songs are incidental to the
piece:—"The Chanty," "Co Co Co," "La Diva,"
"The Phonograph," "The Case of Obedient
Mary," "The Butterfly," "We're all off to
Paris," "The Business Girl," &c., &c.
TO-MORROW (SATURDAY), 28th March,
The Great Gaiety Sensation,
"THE SHOP GIRL."

Prices:—\$3, \$2 & \$1.
BOX PLAN at Messrs. KELLY & WALSH, Ltd.,
Hongkong, 27th March, 1896. [548]

COMPETITION.

THE LONG RANGE CUP AND SPOONS
will be shot for TO-MORROW (SATUR-
DAY), the 28th instant, over the 800 and 900
yards distances, ten shots and a "slightly" at
each, usual conditions. Firing to commence at
2.45 P.M.
KASTNER MEETING.—The Programme
will be published in a circulated shortly, and
Members are reminded in the meantime that
they are not entitled to fire at such unless their
subscriptions (which should be sent at once to
the Hon. Treasurer, Mr. A. CHAPMAN, The
Treasury), are paid before the Competitions take
place.

F. SMYTH,
Honorary Secretary,
Hongkong, 27th March, 1896. [548]

GOVERNMENT NOTIFICATION.

It is hereby notified that from the 30th
instant the CONSTANT SYSTEM of
WATER SUPPLY will be again intro-
duced and maintained until further notice in
the Public Mains throughout the City.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary's Office,
Hongkong, 27th March, 1896. [549]

GOVERNMENT NOTIFICATION.

Information has been received from the
Military Authorities that ARTILLERY
PRACTICE will take place from the 1st to 30th
April, 1896, (Sundays excepted), between
the hours of 8 A.M. and 5 P.M. daily, as
follows:—
From Stone Cutters' Island in Westerly and
South-Westerly directions.
From Belcher's, Upper and Lower, in
Northerly and North-Westerly direc-
tions.
From Kowloon Dock and East in Easterly
and South-Easterly directions.
From Lyman in North-Westerly, North-
Easterly and South-Easterly directions.
From North Point in Northerly and North-
Easterly directions.

All Ships, Junks, and other Vessels are cau-
tioned to keep clear of the ranges.
The inhabitants of the houses near Belcher's,
Kowloon Dock and East, and at Stonecutters'
Island are warned to keep their glass windows
open during the PRACTICE, and all people
working in the vicinity of Belcher's Batteries are
also warned to keep clear of that part which will
be indicated by gunners placed on sentry for the
purpose.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary's Office,
Hongkong, 27th March, 1896. [549]

TO STAMP COLLECTORS.

FOR SALE.

A VERY fine CHEAP wholesale lot of
CEYLON STAMPS, suitable for
Dealers or Collectors for Sale or Exchange
purposes. No single Stamp catalogued at less
than TWO SHILLINGS. Total THIRTEEN
HUNDRED STAMPS. Over 150 Dollars. NETT CASH.
The prices of these Stamps are always increasing,
and most of them are RARE.
Apply early to GORDON JONES, THOMAS'
GRILL ROOM, Hongkong,
Hongkong, 27th March, 1896. [546]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA,
PERMAN GULF, CONTINENTAL and
AMERICAN PORTS.

THE Steamship

"KAISAR-I-HIND"
Captain C. L. Dainton, carrying Her Majesty's
Mails, will be despatched from this for
BOMBAY, &c., on THURSDAY, the 9th
April, at Noon, taking Passengers and Cargo
for the above Ports. This steamer connects at
Bombay with the S.S. *Calcutta*, leaving that
port for the East and India direct.
Suez, and Valparaiso, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo, for London, &c., will be conveyed
via Bombay.
Passes will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's Bills
of Lading.
For further Particulars apply to
ALF. WOOLLEY,
Acting Superintendent,
Hongkong, 27th March, 1896. [431]

Today's
Advertisements.

FOR TAKOW AND TAIWANFOO.

THE Steamship

"AUSTRALIA"
Captain Barber, will be despatched for the
above Ports TO-MORROW, the 28th instant,
at Noon.
For Freight or Passage, apply to
D. H. WRIGHT & Co.,
27, Praya Central. [570]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAITAN"
Captain Roach, will be despatched for the above
Ports on SUNDAY, the 30th instant, at
Daylight.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers,
Hongkong, 27th March, 1896. [567]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE AND JAVA.

THE Steamship

"SHANTUNG"
Captain Frimpong, will be despatched on
SATURDAY, the 28th April.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 27th March, 1896. [571]

OREGON RAILWAY AND NAVIGA-
TION COMPANY'S PACIFIC
STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896

(Subject to Alteration.)

Altmore Wednesday, 11th April.
Taking Passengers and Cargo FOR UNITED
STATES AND CANADA AT THROUGH RATES.

THE Steamship

"ALTMORE"

will be despatched hence for HONOLULU,
VICTORIA, B.C., and PORTLAND, OREGON,
via Kobe and Yokohama, on WEDNES-
DAY, the 11th April.
Consular Invoices of Goods for United States
Ports should be in QUADRUPPLICATE; and one
Copy must be sent forward by the Steamer to
the care of the GENERAL FREIGHT AGENT,
Oregon Railway and Navigation Co., Portland,
Oregon.
For further information as to Passage and
Freight, apply to
SHEWAN & Co.,
Agents,
Hongkong, 27th March, 1896. [562]

"GLEN" LINE OF STEAM PACKETS.

FROM LONDON AND STRAITS.

THE Steamship

"GLENFALLOCH"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Company, Limited, at Kowloon,
whence delivery may be obtained.
Optional Cargo will be forwarded unless
notice to the contrary be given before Noon
TO-DAY.
Cargo remaining undelivered after the 3rd
April will be subject to rent.
No Fire Insurance has been effected.
Consignees are requested to present all Claims
for damages and/or shortages not later than
the 10th April, otherwise they will not be
recognized.
Bills of Lading will be countersigned by
JARDIN, MATHESON & Co.,
Agents,
Hongkong, 27th March, 1896. [563]

THE CHINA MUTUAL STEAM NAVIGA-
TION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"KINTUCK"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, whence delivery
may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the Undersigned before
Noon on the 6th April or they will not be
recognized.
All broken, chafed and damaged Goods are to
be left in the Godowns where they will be
examined on THURSDAY, the 2nd April.
No Fire Insurance has been effected, and all
Goods remaining in the Godowns after the 1st
April will be subject to rent.
Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co.,
Agents,
Hongkong, 27th March, 1896. [564]

Intimations.

DAKIN, CRUICKSHANK &
COMPANY, LIMITED."VICTORIA DISPENSARY,"
HONGKONG.

AERATED WATERS.

SIMPLE-AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.
Special terms to HOTELS, CLUBS, MESSRS and
other Large Consumers.
Any complaints should be addressed to the
Manager.
Hongkong, 27th March, 1896. [431]

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINES
AND
SPIRITS.

ALL these are selected by our London House,
bought direct at first hand, imported in word
and bottled by ourselves, thus saving all inter-
mediate profits, and enabling us to supply the
best growths at MODERATE PRICES.

PRICE LISTS.

with Full Details, to be had on Application.

PORT after removal should be rested a month
before use. When required for drinking at
once it should be ordered to be decanted at
the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner
Wines of very superior Vintages. All are
true Xeres Wines.

CLARET.—Our Clarets, including the lowest
priced, are guaranteed to be the genuine
product of the juice of the grape and are not
artificially made from raisins and currents
as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be
pure Cognac, the difference in price being
merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent
quality and of greater age than most brands
in the market. The SCOTCH WHISKY,
marked "E" is universally popular, and is
pronounced by the best local connoisseurs
to be superior to any other brand in the
Hongkong market.

We only guarantee our WINES and SPIRITS
to be genuine when bought direct from us in
the Colony or from our authorized Agents at the
Coast Ports.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 10th January, 1896.

BIRTH.

On the 22nd instant, at 25 Boons Road,
Shanghai, the wife of L. ROSENTHAL, of a
daughter.

MARRIAGE.

On the 12th ultimo, at the French Consulate,
San Francisco, and afterwards at the residence
of the bride, 1216 Geary Street, by Justice Cook,
JULIUS REMUSAT, of the Imperial Maritime
Customs Service, China, second son of the late
Jean Remusat, of Shanghai, to EDNA, only
daughter of Dr. and Mrs. J. Senzer, of Shang-
hai, China.

DEATHS.

At Shanghai, on the 16th instant, JOHN, the
beloved son of G. A. Woods, aged 3 years.

At Nagasaki, on the 12th instant, Mrs. SARAH
ELIZABETH HASKELL, of Boston, Mass., relict of
the late Geo. L. Haskell.

At the General Hospital, Shanghai, on the
30th instant, CYRUS MAERS, late Gunner
Instructor, Woosung Forts, aged 34 years.

The Hongkong Telegraph

HONGKONG, FRIDAY, MARCH 27, 1896.

WHY OUR FRONTIERS SHOULD
BE EXTENDED.

We publish to-day Mr. CHATER's letters
of November 1894 and September 1895 to
the Governor, pressing upon the attention
of his Excellency the urgent need that then
existed, and still exists, for an enlargement
of the boundaries of the Colony—north,
south, east and west—and urging him to
bring the matter as speedily and as
effectively as possible to the notice of the
Colonial Office. Copies of both letters
were, in September of last year, sent to
the Hongkong Branch of the China
Association, and from that branch to the
parent Association in England,
and have found their way into the
annual report of the Committee which
was received in Hongkong by the last
English mail. In his letter of the 13th
November 1894 Mr. CHATER puts the case
for an extension very clearly and very
forcibly. It would be difficult to put it
more clearly or more forcibly, and Mr.
CHATER deserves our heartfelt thanks for
having taken up the question and brought
it formally before the Government at a
time when, whatever the military authori-
ties may have said or done in their
confidential communications with the
War Office and Home Guards, the matter
had not in any way come before the
public.

In a little pamphlet published at this
office in 1884, entitled "The Defences of
the Colony," it was pointed out that both
on our northern and southern boundaries
we were weak, but an extension of
territory, as an easy means of removing
all danger from the town and the shipping,
was not then mooted or suggested, and

we are not aware that the importance or
advantage of an enlargement of our
territory had ever previously been con-
sidered or discussed in the local or in the
home papers. If the idea did not originate
with Mr. CHATER he was certainly the
first to give it practical form and shape
and to press for its accomplishment, and he
certainly deserves great credit for what he
has done. We do not think that there can
be a second opinion as to the necessity and
urgency of the proposed extension of the
Colony's limits. The conditions of modern
warfare are such that at the present
moment the city, the harbour, and the
docks are commanded from many points of
land immediately adjoining, which is the
property of a power that may at any
moment take up a hostile attitude and
which is in the position of a neutral in
any war between England and any
European power, and too weak and helpless
to protect its territory from violation. The
thing is so clear that it is not worth while
arguing about it. Her Majesty's Govern-
ment admits that for the necessary defence
of Hongkong as a fortress and naval depot
the additional territory on all sides is
essentially necessary, and provision has
been made for its occupation in time of
war. But that is not enough. There will
be no time then to take the necessary
measures for defence. It will be too late,
and we might find ourselves forestalled.

Apart from considerations purely
military and naval, the advantages to the
Colony of an increase of territory, such as
that suggested by Mr. CHATER, would be
enormous. Just think of our being again
free to haunt the bays and valleys on the
opposite shore without the risk of being
shot at by some over-zealous servant of
the Imperial Maritime Customs, or over-
hauled and searched by the nondescript
crew of some revenue launch commissioned
by the sub-lessees of a Farmer under the
Canton Hoppo or some branch of the
Customs revenue service! Just imagine how
comfortably our Chinese population might
be provided with airy dwellings for their
families at cheap rents far enough from the
city for their health and not too far for
convenience. Think what space would be
available for cotton mills and other useful
and profitable manufactures, and what an
increase there might be to our over-
burdened revenue. Hongkong ought to
argue vigorously for the extension of the
Colony on the lines marked out by Mr.
CHATER, and never cease the agitation until
that extension has been demanded and
obtained.

REUTERS MESSAGE.

THE "UNSPEAKABLE TURK" AGAIN!

LONDON, March 26th.

The Porte is irritated against the Khedive
and Great Britain because Turkey was not
consulted about the Expedition to Dongola.

Germany has asked for the good offices of
Germany. It is believed that this action is due
to the counsels of Russia and France.

LOCAL AND GENERAL.

FIVE cases of plague to-day.

THE German gunboat *Mitt* arrived here to-day
from Fakhel.

THREE companies of the 22nd Matsuyma
Infantry Regiment have been ordered to Formosa.

A BRITISH syndicate is reported to have obtained
important mining concessions in North Celebes.

THE members of the Hongkong Football Club
will close the season with their Annual Dinner,
which will be given at 7.30 to-morrow evening
in the Hongkong Club.

Why is the Willard Opera Company like a
box of A. R. Manilla cigars?

Because they draw well, and require no
padding.

TORPEDO-BOATS Nos. 35, 36, 37 and 38, which
have been in the Reserve at Kowloon for some
time, are now in commission and will remain
so, it is said, for a few days for practice.

THE last football match of the season was
played at the Happy Valley yesterday afternoon,
between the Hongkong Football Club team and
the Navy team, under Association rules. The
home team won by a goal to nil.

THE raffians who "held up" a lady on Bonham
Road in broad daylight yesterday and appro-
priated her gold watch have not yet been run
to earth by our stand-and-verandahs, blink-
round-the-corner, see-as-little-as-possible, jolly-
half-holiday policemen.

THE Returns of Trade and Trade Reports for
the Year 1895, issued at Shanghai by the
Statistical Department of the Imperial Maritime
Customs, shows the gross revenue for the year
(1895) to have been Tls. 21,385,000. This was
a decrease as compared with the collection of
decs and duties in 1894, when the gross receipts
were reported at Tls. 22,523,000. This falling
off is accounted for by the fact that the Japanese
were in possession of Newchwang for several
months of the period under review.

THE 32nd annual report of the Directors of the
Shanghai Gas Company, for presentation to
shareholders on the 30th instant shows the
net profit for the year 1895 amounted to
Tls. 37,341.36. Tls. 10,095.17 has been written off
for depreciation of plant, buildings, etc., leaving
a balance of Tls. 24,802.91 to be carried forward,
out of which Tls. 12,000, the final dividend for
the past year, was paid in January last. At an
extraordinary general meeting to be held imme-
diately after the general meeting it will be
proposed to provide for the issue of 1,000 new
shares of Tls. 100 each.

MR. GARIO, a colporteur of the Scotch Bible
Society, who was expected to return to Chang-
kung on the 21st ultimo after completing what
is described as a "Bible-selling tour," is reported
to be missing, and steps have been taken to
ascertain what has become of him and the native
Christians who accompanied him.

An epidemic is carrying off scores of natives at
Ichang. The correspondent of our Shanghai
morning contemporary, who reports this, doesn't
seem to know what the disease is and so wriggles
out of committing himself to an opinion by
stating—"the native doctors call it the spring
pestilence, evidently not knowing much about it
or how to deal with it." Among the victims is
the wife of the Prefect.

A LETTER received in Tokio from Seoul avers,
according to the *China Gazette*, that a secret
agreement has been entered into between the
Russian Minister and the Korean Government
which provides for the construction of a military
railway in Korea of the same gauge as the
Siberian line; and that Russia has agreed to
advance to Korea the sum of \$2,000,000
necessary to meet the deficit in this year's
Budget.

THE last mail brought the news of the death at
Alameda, California, on the 18th ultimo, of Captain
A. H. MORSE, who was well and favourably
known at Shanghai and the river ports,
having for many years been in command of
vessels belonging to the China Merchants S.
N. Company. The deceased was a native of
Maine, and was 63 years of age at the time of
his death. Captain Morse will long be missed
by a large circle of friends in the East as well
as in the Great West.

A COTTON-SPINNING factory is to be established
at Chungking under the auspices of the leading
merchants, who are said to have subscribed half
a million taels themselves, and are now asking
for another half million from the leading mer-
chants, the capital being altogether a million
taels. According to a correspondent of the
N. C. Daily News, the officials have already sent
to Japan for the machinery needed, and Japanese
are also to be engaged to take over the manage-
ment of the mill and train the Chinese workmen.

THIS clipping from a letter addressed to the
North China Daily News by its Chungking
correspondent, under date 3rd March, is dis-
tinctly worthy of note:—

BRITISH OFFICIAL APATHY.

It is sad to think of the British energy and
capital expended on opening this city to steam
traffic before our Government gave away its
right to run steamers here, to be taken up now by
Japanese, who will probably find little difficulty
about doing what so many people have
pronounced impossible. Yet it is well for all of
us that it should be done, for, short of facilitat-
ing access to this province, and thus enriching
it, Commissioners may come and Commissioners
may go without business being much increased.
The people would buy now if they had the
power, but they lack money to meet the price of
European articles translated into silver plus
freight charges now so heavy.

It is stated in the *Straits Times* that the State
Council of Peking lately passed an order which
deals with an application of the Panjion Mining
Company, on behalf of the Cassel Gold Extrac-
ting Company of Glasgow, for an extension to
Pahang of patent rights granted in the Straits
Settlements respecting the method of gold
recovery known as the McArthur-Forrest. The
Acting Resident stated to the members of
Council that the Company had already erected
the necessary plant, and introduced the process
at the Panjion Mines; and added that, if it
proved successful, the State would benefit by the
increased output of gold from the tailings of the
miner. It was decided to grant to the Panjion
Company, as agents of the Cassel Company,
patent rights in Pahang, in respect of the above
process of gold recovery, concurrent and identical
with those granted in the Colony of the Straits
Settlements. The rights thus granted will expire
in October 1901.

The second concert of the Philharmonic Society,
given in St. George's Hall last night, proved to be,
as we predicted, the musical treat of the
season. The orchestra was unusually well-
balanced, and evidenced the great care that had
been taken to ensure success. They opened with
Weber's "Der Freischutz," which was loudly ap-
plauded, while the "Dance Suite from Henry
VIII" and the orchestral arrangement of
Brahms' delightful Hungarian dances were
perfect. The Cantata by Schubert, "The Song
of Miriam," was a triumph. The chorus was
magnificent, every variation being clearly and
distinctly delineated, and the orchestra here,
likewise, showed its perfection by responding
to every alteration of "tempo." Mrs. Lum-
ment and Mrs. Brewster sang the solo
parts most effectively and sweetly. Mr.
C. Lammert and Mrs. Crockford helped to fill in
the interval with songs, which were loudly
applauded. Comdr. Grafton, R.N., gave an
exhibition of his skill in a flute solo, while the
most charming item on the programme was
Planelli's "Good-night, Beloved," sung by Mes-
srs. Crockford and Cox, and Messrs. Messer
and Crow, the final verse of which had to be
repeated. The Society is to be heartily con-
gratulated on the success attained.

MEMORANDA.

FRIDAY, 27th March.

9 p.m.—Engineers' Dinner in the City Hall.

9.10 p.m.—Willard Opera Co.'s performance at
Theatre Royal.

SATURDAY, 28th March.

French Mail Due.

Entries for the Tennis Tournament close.

Li Hong-chang leaves Shanghai on his mission
to Russia, by the French Mail, liner due
here on the 30th instant.

Noon.—Meeting of shareholders of the China
and Manilla Steamship Co., Ltd., at the
Company's Office, No. 9, Praya Central.

9.10 p.m.—Willard Opera Co.'s performance at
the City Hall.

THE members of the Engineers' Institute give
another of their popular "hops" to-night in
St. George's Hall.

AT LAST! It is notified by an advertisement
appearing in another column that the "constant
system" of water supply will be resumed from
the 30th instant.

We are informed that the New Chinese Five
Per Cent Sterling Loan will probably be issued
in London on the 31st instant; closing on the
1st April; issue price, 98. The Loan will be
incubated at the Bank of England.

CHINA SUGAR REFINING COM-
PANY, LIMITED.

The eighteenth annual ordinary meeting of
shareholders in this Company was held at
the offices of the General Agents, Messrs.
Jardine, Matheson & Co., at noon to-day.
Hon. J. J. Bell-Irvine presided, and there
were also present Hon. E. R. Bell-Irvine,
Messrs. D. R. Sassoon, C. S. Sharp, St. C.
Michaelson, F. A. Gomes (Consulting Committee),
Ho Tung, Ho Fook, K. C. Wilcox, J. Barton,
J. Mc G. Forbes, K. Ross, W. O. Cuthbert,
J. I. Gossion, G. C. Coe, P. McEwen, F.
Wanderson, R. Inglis, E. I. Ellis, G. M. Bain
and A. C. Couits.

The notice calling the meeting having been
read.

The Chairman said:—Gentlemen, with your
permission I propose to treat the report and
accounts as read. It is a matter of great regret
to the Consulting Committee and the General
Agents that the report now before you is so
unsatisfactory. The unfortunate result of last
year's operations was due to a combination of
adverse circumstances such as has been
unknown in the previous history of the Refinery,
and which it is hoped will not again have
to be encountered collectively.

The report will have informed you of the
principal causes which led to the loss on work-
ing, but with reference to two of them, *viz.*, the
enhanced laid down cost of raw sugar owing to
the fall in exchange and the loss on forward
contracts for Java sugar, I should like to say
a few words in further explanation. With regard
to exchange you are aware that in the beginning
of 1895 rates fell to the very low level of 1/12
per dollar, and this at a time when the Refinery
had to take delivery of and pay for its re-
quirements for the ensuing four or five months
working. This resulted in a smart loss, the
price of sugar all over the world to a point
very considerably below those at which the
larger portion of

LUZON SUGAR REFINING
COMPANY, LIMITED.

The fourteenth annual general meeting of shareholders in this Company was held at the offices of the General Agents, Messrs Justice, Matheson & Co., at 11.30 to-day. Hon. J. B. Bell-Joynt presided, and there were also present Messrs J. H. Lewis, R. Cooke, (Consulting Committee) Hon. E. R. Bellior, Messrs J. McG. Forber, E. Ellis, W. J. Gresson, W. A. Culikbank, F. Arnold, Ho Tung, Ho Fook, J. H. Cox, G. H. Potts and J. Barton (Secretary).

The notice calling the meeting having been read by the Secretary, Mr. Justice, the report having been on your hands since the beginning of last week, I propose, with your consent, to treat it as read. You are aware that the year 1895 was one of great depression in the sugar trade all over the world, and that in consequence prices remained at a very low level. The Company has, however, been fortunate in virtue of its being in close touch with the Spanish market, where a steady demand continued throughout the year and thus constant employment was provided for the refinery, although at rates which only allowed of a moderate margin of profit. You will see on reference to the accounts that on the 31st December last there was the sum of \$1,127,000.77 in the Hongkong and Shanghai Bank in Manila on current account at the credit of the Refinery, while its liabilities to the General Agents on the same date amounted to \$149,535.50. The money in the hands of the Bank was not transferred to Hongkong on account of the very low rates of exchange ruling during the latter months of the year, namely, from 3 to 4 per cent. premium, and in place of that, the Company has gained considerably by the sale of the money having since been re-converted at rates varying from 10 to 15 per cent. premium and applied to the redemption of the advances by the General Agents. The General Agents now propose to close the advance account by transferring the amount at debit to their current account—a course which, in view of the improved financial position, will in no doubt commend itself to you. I would mention that in accordance with the wishes expressed by a shareholder at the last annual meeting, the Company, we obtained an independent certificate of the stock of raw and refined sugar at Malabon, as on 31st December last. A new line of steamers has recently commenced to run monthly between Manila and Spanish ports, for which Messrs. Smith, Bell & Co. are agents in Manila, and the more frequent facilities thus afforded for direct shipments will enable our Company to meet more promptly and with greater regularity the demand for refined sugars on the Spanish markets. With regard to prospects for the present year, I am of opinion that the demand for Spain continues fair, and although the price of our raw material is higher, an advance has also been established in refined. Before closing, I desire on behalf of the Consulting Committee (and General Agents) to express their appreciation of the satisfactory management by the Manila agents of the Company's business during the past year. I shall be pleased to answer any questions shareholders may desire to ask before moving the adoption of the report and accounts.

There being no questions the Chairman moved the adoption of the report and accounts.

Mr. Cox:—I have pleasure in seconding that, and am sure the shareholders are satisfied with the report the General Managers have been able to place before them. (Applause).

The motion was carried *unanimously*.

Hon. E. R. Bellior:—I beg to propose the reelection of Messrs Lewis and Sharp as the Consulting Committee for the current year.

Mr. Ho Tung:—I beg to second that.

Carried *unanimously*.

Mr. Ho Tung:—I beg to propose the election of Mr. T. Arnold as auditor for the ensuing year. Seconded by Mr. G. H. Potts and agreed to.

The Chairman:—Dividend warrants will be issued to-morrow. I thank you, gentlemen, for your attendance.

This concluded the business.

THE PROPOSED EXTENSION OF
THE FRONTIERS OF
HONGKONG.

The following are the letters referred to in our leading article to-day:

Hongkong, 13th November, 1894.

Sir,—At the interview with which you were so good as to favour me on Thursday last, I took the liberty of calling your Excellency's attention to the very limited extent of the colony's territory on the opposite mainland, of China; to the very close proximity of the Chinese boundary line to the harbour and city of Victoria; and to the fortifications that defend both; to the very great danger to which, in time of war, the colony would be exposed; and to the very great inconveniences we suffer, even in time of peace; and I ventured to suggest for your Excellency's consideration that the present was a most favourable time for obtaining, if possible, a re-adjustment of boundaries and an extension of territory such as would obviate these inconveniences and preclude these dangers in the future. I further suggested that your Excellency might usefully call the attention of the Government in England to our position; to the dangers attendant on it; to the fact that they have been by recent events in China, and to the opportunity now presented of improving that position by negotiations with the Chinese Government.

Your Excellency was so good as to approve of what I said and to promise to forward and support any representations I might make to you in writing on the subject, and that you would be glad to have them set forth at length, with the reasons in support. I had discussed the matter about a month previously with the Hon. the Colonial Secretary, but only in brief, and I now beg to submit to your Excellency's consideration a full statement of the case as it appears to me, and of the many reasons that seem to me to concur in rendering it desirable that an effort should be now made, and a vigorous effort, to enlarge the boundaries of the colony, not for the sake of territory, but wholly and solely for the sake of its more efficient administration and protection.

First, may I remind your Excellency that if we were to look only at Her Majesty's Letters Patent creating this colony of Hongkong, dated the 6th April, 1842, our boundaries ought to be considerably more spacious than they are. The boundaries of the colony of Hongkong and its dependencies are stated to be between 22 deg. 9 min. and 22 deg. 21 min. North latitude and 114 deg. 18 min. and 114 deg. 5 min. East longitude. These boundaries, if laid down on the map, would have taken in Lamna Island on the south, and the opposite range of mountains on the north, and would have left both sides of the Lyceum in our hands.

However that may have been, and whatever degree of importance is now to be attached to the wording of the Letters Patent, it is clear that only the island of Hongkong and the smaller islands in close proximity to its shores were originally taken possession of. Until 1860, St. John's Island and the entire peninsula of Kowloon were Chinese territory. It did not matter much to us, as the colony was of little importance and the inhabitants comparatively few, and when the troops were armed with the old "Tower" muskets and muskets which would carry

barely a mile. Even when, in 1860, it was thought advisable, first to lease and then to acquire Kowloon, rifle cannon were in their infancy. Ironclads were unknown, and a boundary line at the foot of the opposite hills was thought to be ample for the protection of the city and the harbour. As late as 1873, when the first fortifications were erected for the defence of the island, the Hongkong and North Point batteries were supposed to be sufficiently well placed to keep an enemy's fleet at a safe distance from the city and from the shipping. No one then ever dreamed of seeing a powerful fleet of Chinese ironclads anchored in Kowloon Bay.

What is the position now? Our forts are on Stonecutters Island and in the Lyceum, and the Chinese boundary line runs through the middle of the Lyceum Pass, there only a quarter of a mile wide, and to within a mile of the Hongkong batteries, and it passes on the other side of Kowloon between Stonecutters' and the mainland. The waters on the northern side of the line are neutral waters and open to the fleet of any foreign power to pass in and out or to concentrate an overwhelming force within sight and easy gunshot of our batteries and magazines. In time of an anticipated war the entrance of a French or Russian fleet through the Lyceum into Kowloon Bay, no matter with what intent, could not be opposed or resisted without a breach of the laws of neutrality. Of course, the neutrality of Chinese waters and territories would have under such circumstances to be disregarded, or else the belligerent would have to be extended to the Lyceum. In the present contest between Japan and China, a Japanese fleet might lawfully pursue a Chinese squadron through the Lyceum Pass and engage them in Kowloon Bay, where every shot that missed the enemy would find a lodgment on British territory. In case of war between England and any foreign power, France, or Russia, or Germany, or the newly-arrived Empire of Japan, the officers responsible for the defence of the colony of Hongkong must, as a matter of absolute necessity, close the hole of the Lyceum Pass to the ships of that enemy, from the moment there was any serious danger of war breaking out. They must occupy the hills on the mainland on the other side of the Pass, commanding the Lyceum batteries. They must forbid all entrance to Kowloon Bay. They must be prepared to oppose the appearance of troops on the hills behind Kowloon and Stonecutters, and the erection of batteries. They must watch the bays beyond those hills which afford easy means of access for troops and guns. Launches to the south, East-choy to the west, and Wai-lan to the east, would have to be occupied or observed. No regard for Chinese neutrality could be allowed to interfere with these absolutely necessary measures of precaution. Would any other power at war with us regard or respect Chinese neutrality, and fall to occupy those points of vantage if we did not? Not one.

Until the other day it was possible for us to suppose and say that Chinese neutrality would be respected; that China would be strong enough to command respect being paid to her territory, and to prevent it being used as a base of operations against us. Who will say that to-day she is able to compel her neutrality to be respected? Chinese naval and military power has crumbled away like ashes. In this her transitional state she has less real power, less real fighting force than she had in 1842.

If the possession of portions of the opposite mainland and complete control of the water approaches of the colony would be absolutely essential to the security of the colony against European foes, how much more necessary against China herself?

China is now at her lowest ebb; but fifty years hence, possibly twenty years hence, judging from the progress Japan has made, China will probably be a powerful nation fully armed and with the skill and knowledge that will enable her to make use of her vast natural strength. If then the boundaries of Hongkong are no more extensive than they are now, where will we be in the case of a conflict with the Chinese? The hills and islands close round in Chinese possession? At their mercy at any moment.

I pray your Excellency to put the question to your naval and military advisers and ask them what steps they would have to take in the event of a threatened war with China, and what portions of the opposite mainland and which of the neighbouring islands they must take possession of, or control, to make good the defence of this city and harbour and its immense bay against any enemy. They will tell you, I feel sure, that the security of the island, a fortress and naval station, the possession of Lamna and of all islands on the south and east lying close to our shore is essential; that the control of both sides of the Lyceum and of Kowloon towns and bay is absolutely essential; that possession of the opposite range of hills to the north, to their summits, theoretically at least, would be most highly desirable, and that to the west Great Britain, not China, should control the approaches through the Capulimoon.

Now in the contemplation of the frontier of the colony, which is a subject of the highest importance in all these islands, War is actually raging between Japan and China, and no hostile operations can be tolerated within sight of the city. The Lyceum must be closed to the fleets of both powers. There is always the possibility of war between England and any European power. That possibility has become so apparent now that preparations are being made to meet it. These preparations must include measures which prevent the present neutral waters close round the colony, from being used by the enemy, from being utilized against us. The necessity for an adjustment of boundaries is being pressed home. China cannot, as I have before pointed out, reply that she is able, even if willing, to enforce her rights as a neutral and to protect these neutral waters and territories from hostile aggression. The same arguments that prevailed in 1860 must prevail now. We want now only what we wanted then—what is essential to the safety of the colony. What we need is a neutral point of view of availing ourselves of the opportunity now afforded of rectifying our boundaries. It is a necessity of our continued existence as a fortress and naval station that we should do so. Events might happen at any moment that would compel us to disregard Chinese protests and objections, and take possession of points on our territory to prevent an enemy sending them to our destruction. To have to do so would make an enemy of her. Before obtaining what we need, and must have, by negotiation, there can be no better time than the present, and the time is now or never. However great the reasons of the Japanese to-day, however strong

the disgrace and humiliation of China, that Empire is too indolently strong, too full of resources, too patient and preserving, to remain for any length of time in her present condition. This Japanese war will be followed by a tremendous upheaval, and China twenty years hence will be another China from to-day. If anything is to be done, it is to be done now. In fact, I should like to see his Excellency Major-General Barker in possession of Kowloon and the Lyceum to-morrow, as doubtless he would like to be if only military counsels prevailed.

Need I point out to your Excellency the immense advantages to the colony, from a purely civil point of view, of such an extension of territory as I suggest. The police of the opposite mainland and of the numerous villages that lie along it at all points round the city and harbour would be in our hands, with what benefit to the peace, order, and good government of the colony you best know. The Kowloon gambling hell, pawnshops, and excise stores dealers would be abolished. The Chinese, with all its craft, revenue stations, terrace farmers, detectives, and spies, would be done away with, and with it the constant possibility and probability of troublesome disputes with the Chinese mandarins and people. Our population would have room to spread; manufactures would find space to plant themselves, with abundant supplies of water. An immense number of the minor industries would take root here. We might become independent of Canton as regards poultry, and vegetables. In every way the colony would benefit, and the increased expenditure, military and civil, would be more than compensated by the increased land revenue and additional safety.

I apologise for the length of my letter. It takes time to condense and abbreviate without loss of force, and I am writing under pressure. I am sending a copy of this letter to his Excellency the Major-General, and I send you herewith three copies that you may be able to forward one, if you approve, to the Secretary of State by the outgoing mail.

(Signed) C. P. CHATER.

His Excellency Sir William Robinson, K.C.M.G., Governor, &c., &c., Hongkong.

Hongkong, 16th September, 1895.

Sir,—In a letter which I had the honour of addressing to your Excellency under date the 13th November, 1894, I took the liberty of calling your attention to the very grave dangers to which this Colony must be exposed in time of war because of the close proximity to the city and harbour of the Chinese boundary line to the necessity of obtaining, if possible, rectification of our frontier, and to the very favourable opportunity that then appeared to exist for pressing the matter upon the attention both of Her Majesty's Government and of the Chinese Government.

May I be permitted to again call your attention to the very great importance of obtaining at a very early date some re-adjustment of the boundaries of the Colony, and to point out to you that no more favourable opportunity than the present is ever likely to occur for obtaining the assent of the Government and people of England to a demand on the Chinese Government for a further slight cession of territory in this neighbourhood, and for pressing that demand with effect upon the Court at Peking.

I am re-opening this subject at the special request of my colleagues, the Unofficial Members of Council, and in their names. At a meeting held on Saturday last I laid before them my previous letter of the 13th November last, and after long and careful consideration and debate they were unanimously of opinion that every possible means should be adopted to press on the attention of your Excellency and of the Home Government the immense importance of prompt action, when everything promises so well for the success of any negotiation that may be now taken in hand. The Unofficial Members are most anxious that your Excellency should put yourself in communication with the Colonial Office, and that you should, by your approval, move the Major-General Commanding, to address the War Office at the same time.

The Chamber of Commerce and the newly-formed Navy League will, in all probability, address your Excellency at a very early date on this subject, while the Hongkong Branch of the China Association intends to take steps to get in motion the Parent Association in London.

I need not now endeavour to press upon your Excellency's attention any arguments in support of the case for the extension of the Colony, as the boundaries of the Colony, as an extension, would give us possession of the mountain range to the north from the Canton River to Mira Bay and of islands immediately to the south of Hongkong, is absolutely essential to the continued existence of the Colony as a fortress and naval depot. All naval and military authorities recognise the fact. Your Excellency has accepted it as conclusively proved, and it has not escaped your notice, Her Majesty's Ministers have not failed to perceive the necessity for action of some kind. The recent decision of Parliament to increase the docking accommodation for the Royal Navy, and to enlarge the naval establishments here, have emphasized the position, and it is difficult to understand how any great expenditure on such a project can be sanctioned unless it is intended to take steps to secure to us the possession and control of all points from which the new docks could by any possibility be exposed to hostile fire.

My special object, therefore, in writing to you now, is to urge your Excellency to take steps to ask you to urge upon Her Majesty's Government the immense importance of taking advantage of the very favourable circumstances that exist at the present moment for obtaining from the Chinese Government the trifling extension of territory so urgently needed.

The recent war between China and Japan, the results of that war, and the helpless condition to which China has been reduced, have compelled the European powers to re-examine their position in regard to that Empire and its people, and to re-open questions set at rest for a time by the Treaties of 1860, or thereabouts. Japan has entirely re-modelled her relations with China. Russia, France and Germany have also been compelled to require modifications in their own favour of previously existing Treaties. France has obtained without difficulty large commercial advantages and important rectifications of frontier. Germany is obtaining concessions at certain ports. England has far greater cause of complaint against China than either France or Germany, and yet, so far, has made no demands for any re-adjustment of relations or for any concessions or compensations. The recent massacre at Kucheng has added one more to the many causes of complaint on the part of the British Government against the Chinese, and the difficulty that is being experienced in getting, not compensation or redress, but the mere punishment of the individual criminals is affording another illustration. If illustration were needed of the inability of the Chinese Government to comprehend and carry out its treaty obligations, if Great Britain were now to demand an entire revision of existing Treaties, and additional safeguards and guarantees for their faithful performance, she would not be exceeding the legitimate requirements of the situation. Surely, a request at this moment for the small territorial extension required to round off the boundary and to give the Colony that roundly reasonable basis from agreement could not be considered

unjustifiable or excessive. It is the necessary complement of the original cession of the island as a safe place of residence, a secure place of deposit for our wares and merchandise, a safe anchorage for our ships. Through the force of circumstances, and mainly through the vast improvements in military weapons of all kinds, the place is no longer safe either in case of trouble with China or with any other power. It has ceased to adequately fulfil the purpose for which it was originally intended. The augmentation now asked for is of precisely the same character and kind as was the cession of the Kowloon peninsula in 1860, and on the same grounds precisely. But even if Great Britain were to demand the cession as a mark of her displeasure at the frequent violations of treaties in the past, and as a mark of her displeasure at the Kucheng massacre and for the evils offered her Commissioner there, she would be wholly within her rights.

Public opinion here, throughout the English communities in the East, and in England, has emphatically negatived the permissibility of the Kucheng massacre being settled for by any payment, however large, by way of compensation for the sufferers and their families. Punishment is demanded; punishment in due course of law of the actual offenders; punishment by removal from office and degradation of the officials responsible for the peace and good order of the city, district and province; punishment inflicted on the Chinese Government and nation for its proved unwillingness to enforce adequate protection for foreigners and to enforce the observance by its officers and subjects of treaty rights and obligations. How can the Chinese Government be so effectively punished then by taking from it some of its territory? No mere retributive punishment will touch it to the quick. Its wealth is enormous and its resources almost inexhaustible; but to have to yield territory will touch its pride and cause it to "lose face" among the nations.

The territory proposed to be taken is so small and so poor that it cannot in any way weaken the Empire as a Cession of Yunnan to France would do, or of Formosa to Japan.

I have, therefore, to entreat your Excellency, on behalf of my colleagues, the Unofficial Members of Council, and in their names, to take the prompt measures to bring this matter before Her Majesty's Government and to the notice of Her Majesty's Minister in Peking, and to urge upon both (1) the absolute necessity of obtaining a rectification of frontiers, at least to the extent indicated, if Hongkong is to continue to be a fortress and naval depot and a safe harbour for our mercantile marine; and (2) the opportunity as a punishment for the many breaches of Treaty the Chinese Government has been guilty of, and secondly in view of the much more valuable concessions granted to other powers.

This brings me to the second of the two subjects on which my colleagues desired me to address you. Need I urge your Excellency to press forward the question of the opening of the West River, so often and so unavailing pressed upon the attention of Ministers? The violation by the Chinese Government of the clauses of the existing Treaties on the subject of Transit Passes to the southern provinces, and the destruction, two years ago, of the preexisting trade springing up from Canton under the protection of these clauses, are amply sufficient justification for this demand; but if any further reason is wanted the privileges recently granted the French Government in Tonquin and along the southern frontier of China entitle Great Britain, as of right, in corresponding advantages at some other point, as we cannot participate directly in those granted along the common boundary to the French. The equivalent, and the only equivalent, of the privileges granted to French trade and commerce would be the complete opening of the West River in its entire length to foreign trade.

The Chamber of Commerce will address your Excellency very speedily upon this question also, and in the name of my colleagues and on behalf of the Colony generally I have now to pray your Excellency to put yourself in communication by wire with the Ministry in England, to lay before them our representations and desires, and to give the Colony the support which you yourself, your intimate acquaintance with the subject, under consideration, and your great zeal for the promotion of the best interests of the Colony will enable you to give.

(Signed) C. P. CHATER.

His Excellency Sir William Robinson, K.C.M.G., Governor, &c., &c., Hongkong.

THE CHINA ASSOCIATION'S OPINION.

31, Lombard Street, 15th December, 1895.

Sir,—The views expressed in your letter of the 13th September, regarding the necessity for extending the boundaries of Hongkong to take in Mira Bay and the north side of the Lyceum Pass, have the full sympathy of the Committee, and have been laid clearly before Her Majesty's Government.

The strategic importance of the position is unquestionably appreciated; though the assurance that it could be promptly occupied by the French, and the impression that the cost of immediate fortification, may induce the authorities to receive the urgency which is more apparent to the community of Hongkong.

It has, however, been further pointed out that the insular habits of the Chinese Customs officers constitute an additional reason for pushing back the frontier so as to preclude any excuse for their presence in Hongkong waters.

Other arguments in favour of the change have been mentioned, and occasion will be taken to record to the satisfaction of the Committee.

(Signed) R. S. GUNDEY.

Hon. Sec. China Association.

F. Henderson, Esq., Hon. Sec. China Association, Hongkong.

COMMERCIAL NEWS.

HONGKONG FREIGHT MARKET.

Hongkong, March 26th.

In their Freight Circular issued to-day Messrs Lamke and Rogge write:—

The volume of business transacted during the past fortnight has again been large and rates of freight generally have been following an upward tendency.

STEAM-FREIGHTS.—The bulk of the business has again been from Saigon to this port and suitable steamers could command 15 cents per picul, which rate shows a fair advance on previous figures. In consequence of a few large carriers being forced on the market at lower rates, and contracts for rice at Saigon for export to Europe having been made, prices have advanced at that port and this has acted as a momentary check on further business and the market therefore closes somewhat easier. Saigon advances have the shortage of grain, becoming daily more and more pronounced and that prices are sure to continue rising high, and taking this into consideration a further improvement in rates is hardly probable.

BANKING.—There has been a fair share of the fortnight's business, and advice from that port is of a more encouraging character. Quite a number of large carriers have been taken up on the average rate of 10/11 cents per picul and though the demand is not so great as it was, it is a little better, so as to be able to be secured.

abundant and cheaper than expected. A large carrier, the *Tachiana*, is reported settled in London for three consecutive voyages at 20/15 cents per picul.

Coal freights from Japan have continued to improve their position and at time of writing 3/10 is procurable from Moji to this. At the same time the *Glenorchy* is reported fixed at home at only 3/15 per ton.

With regard to Northern business, prices for produce at Newchwang are prohibitive to fresh chartering at present, and the future position is to say the least of it, uncertain. No reliable quotation can be given just now.

A few monthly charters are again on record, both the *Loyal* and *Norddeutscher Lloyd* intended for the Bangkok trade. There is more enquiry for medium-sized steamers with two-deck, cargo ports and passenger licenses on the basis of 6/6 1/2 to 7/- per ton. For others nothing better than about 5/6 to 5/10 per ton is obtainable.

SALE-FREIGHTS.—There is hardly anything fresh to report under this head. The *Craites* has sailed for New York, but no fresh charter has transpired and we cannot trace any demand at the moment, the season not having sufficiently advanced. Rates are quite unchanged. For San Francisco, the *Queen Elizabeth* has arrived and the berth is fully occupied. Nothing doing in other directions.

The German barque *Elisabeth* has been ordered to Singapore to load timber for China.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by correspondents in this column.)

TOMMY'S PROTEST.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR,—Does "Tommy" think that the obnoxious treatment received by men whom he states are addicted to using revolting language is likely to improve that language. I think not; in fact it is an excuse for them to make it even more disgusting to anyone who may be standing near them. If "Tommy" had heard of the prayers of these men for the Committee when they found that they were not allowed where French sailors and Chinese were, I am afraid that he would not alone have moved from one position to another but would have made himself scarce altogether.

I am sure that such treatment not only encourages men who are given to swearing to use bad language more often, but is also conducive to others of the same class, who are able, and do conduct themselves in a respectable manner to join them in their use of unparliamentary language.

For myself, I think it very hard that a large number of well-behaved men should have to suffer, and be isolated, on account of the sins of a few of their more ignorant comrades, for it must be remembered there are black sheep in every fold.

If "Tommy" had been admitted to the V. R. C. Sports it would have been an easy matter to have turned out any person misconducting himself, and I am sure that in doing this the Committee would have received the greatest credit from the majority of the soldiers present.

Years, etc.

Hongkong, March 27th, 1896.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR,—With reference to the remarks of "Tommy" respecting soldiers being excluded from the enclosure at the Victoria Recreation Club Sports, I would feel obliged if you could allow me space to point out that "Tommy" evidently knows nothing about the life of a soldier in barracks when he states he is allowed to make use of foul language there without being checked. No soldier is allowed to make use of foul language in barracks, but this cannot be said of the civilian. The most foul and disgusting language I ever heard came from the mouth of a civilian. The only individual dressed up in the garb of a civilian may be an ex-convict or a ticket-of-leave-man for all we know, but whether he is or not I presume it matters little to "Tommy" or the Victoria Recreation Club. He can gain admission to the enclosure so long as he is not a soldier. To exclude the Military at this station from the enclosure was, I submit, a direct insult to the whole army. To condemn about 2,000 men because one man was alleged to have made use of foul language in the hearing of "Tommy" is unjustifiable, and it shows the narrow-mindedness and lack of common sense to the troops. "Tommy" asks "how are people to discriminate and cut out the black sheep?" Well, that is certainly a puzzle, but, on the other hand, if some truly civilian was to knock an old woman down and rob her in the street and get off scot-free should such a ruffian be locked up in prison until such a ruffian was found? It is a pity that a soldier was not enforced in this colony, then the "Tommy" would be able to judge differently. However, a narrow-minded bigoted civilian becomes a good soldier. I hope that soldiers in future will not lower their dignity by visiting any form of sports given by the Victoria Recreation Club, and that no Bandman who wears Her Majesty's uniform will play for the amusement of those who bear such hatred against them.

I am, etc., A. MORRISON.

Staff-Sergeant, M.S.C.

Hongkong, 27th March, 1896.

SHIPPING AND MAIL NEWS.

MAILS DUE:

Indian (*Catherine Ahear*) to-morrow.

French (*Saghalien*) to-morrow.

American (*City of Peking*) 21st inst.

T-coma (*Tacoma*) 30th inst.

American (*Doris*) 30th inst.

American (*China*) 9th prox.

American (*Belgia*) 15th prox.

THE O. & S. Co.'s steamer *Doris*, with mails, etc., left Nagasaki for this port at 6 p.m. yesterday.

THE D. D. R. steamship *Irma*, from Hamburg, left Singapore on this port to-day and may be expected here on or about the 2nd prox.

THE Norddeutscher Lloyd steamer *Prinzess*, with mails, etc., left Shanghai for this port at 9 a.m. to-day, and is due here on Sunday evening.

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.

Nanchang steamer, from Chinkiang.

Singapore " " Singapore.

Glenloch " " Singapore.

Altomora " " Portland.

Tientsin " " Shanghai.

Jilli " " Pakhoi.

Aggregating 8,291 tons register.

DEPARTURES.

Rongolf steamer for Tientsin.

Emerald " " Shanghai.

Flamingo " " Saigon.

Thiana " " Australia.

Choyang " " Swatow.

Tientsin " " Amoy, etc.

Tientsin " " Hongkong.

Aggregating 10,110 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.

General Alcoa in Kowloon Dock.

Taita " " "

Honam " " "

Rhosira " " "

Centurion (H.M.S.) " " "

Swift (H.M.S.) " " "

Changsha " " Cosmopolitan "

Lydorhorn " " "

THE NORDDEUTSCHER LLOYD.

The *Egyptian Gazette* is informed that there is every probability that the German Government will shortly lengthen the period and increase the amount of the mail subvention at present granted to the Norddeutscher Lloyd for their Eastern Asia line via the Suez Canal. The proposal is to add one and a half million marks (about £75,000) to the subvention now granted, which, in ordinary course, would expire in 1901. For this additional sum the Company have offered to double the number of voyages, and make the line to China and Japan fortnightly instead of four-weekly as at present.

LEGAL INTELLIGENCE.

SUPREME COURT—

SUMMARY JURISDICTION.

(Before His Honour Mr. Justice Wils.)

Auctions.

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on MONDAY, the 30th day of March, 1896, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 14th March, 1896. [549]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 30th day of March, 1896, at 3 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND at Yau Ma Tei, in the Colony of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT.									
No. of Sale	Registry No.	Locality	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.			
1	No. 39	Ma Tei	525 525 350 350 199 500 1397						

Notice of Firms.

SPECIAL NOTICE.

WE the Undersigned beg to notify the Public that we have this DAY PURCHASED from Messrs. WING CHEONG & Co. the STOCK-IN-TRADE, FIXTURES and GOODWILL of their BUSINESS as MERCHANTS and SHIPCHANDLERS, and the Business will be conducted from this 18th day of February, 1896, as heretofore.

FOOK CHEONG & Co.,
No. 44, Praya Central.

Managing Partner,
AH YON.

Hongkong, 18th February, 1896. [399]

Shipping.

STEAMERS.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, NAGASAKI, MOJI, KOBE AND YOKOHAMA.

THE Company's Steamship

"KINTUCK,"
C. de La Perrière, Commander, will be despatched as above TO-MORROW, the 28th instant, at Noon.

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 27th March, 1896. [546]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUTSANG,"
Captain Gen. Payne, will be despatched as above TO-MORROW, the 28th instant, at 3 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 24th March, 1896. [554]

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

(Taking Cargo at through rates to COPENHAGEN, STOCKHOLM, NORKOPING, GEFLE, DANZIC and KONGSBERG, with transshipment in LAMBURO.)

THE Company's Steamship

"TELENA,"
Captain T. G. Scott, will be despatched as above TO-MORROW, the 28th instant, instead of as previously advertised.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 23rd March, 1896. [471]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHANG, TIENTSIN, HANKOW and Ports on the YANGTZE.)

THE Company's Steamship

"PALAMED,"
Captain Williams, will be despatched as above TO-MORROW, the 28th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th March, 1896. [553]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Steamship

"CHANGSHA,"
Captain Williams, will be despatched on MONDAY, the 30th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 23rd March, 1896. [551]



NIPPON YUSEN KAISHA.

JAPAN EUROPE LINE.

STEAM FOR

COLOMBO, BOMBAY, PORT SAID,

LONDON AND ANTWERP.

THE Company's Steamship

"TOSA MARU,"
Captain J. B. Macmillan, will be despatched as above on TUESDAY, the 31st instant, at Noon.

For Freight, apply to
NIPPON YUSEN KAISHA.

Hongkong, 26th March, 1896. [479]

"RICKMERS" REGULAR LINE OF STEAMERS.

FOR MARSEILLES, BREMEN AND HAMBURG.

(Taking Cargo at through rates to RED SEA PORTS, MEDITERRANEAN AND BLACK SEA PORTS.)

THE Company's Steamship

"DOROTHEA RICKMERS,"
Captain Pape, will be despatched as above on FRIDAY, the 27th April.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 23rd March, 1896. [465]

Intimations.

"ANGEL" BRAND.

SWISS (CONDENSED) MILK.

Which, through its RICHNESS in CREAM and UNIFORMITY of QUALITY, has obtained the Largest Sale in Great Britain. It can be used for all purposes of FRESH MILK.

32.25 DOZEN.

WATKINS & CO.,

SOLE CONSIGNEES:

APOTHECARIES' HALL, 66, Queen's Road Central.

Hongkong, 22nd March, 1896.

ONE THOUSAND DOLLARS. \$1,000

INSURE YOUR LIFE AGAINST FATAL ACCIDENT BY SUBSCRIBING

TO "THE HONGKONG TELEGRAPH."

THE SCOTTISH METROPOLITAN LIFE ASSURANCE COMPANY WILL PAY

THE SUM OF \$1,000 MEXICAN.

to the legal representatives of the European holder of this COUPON in the event of his death by Accident on or before the 31st March 1896 while on land within the confines of HONGKONG or any Treaty Ports of CHINA or JAPAN, or the immediate neighbourhood thereof, provided that the Name and Address of the said holder appears in the List of European Subscribers to the "HONGKONG TELEGRAPH."

As furnished to the Company for the Three Months ending 31st March 1896; that the premium thereon has been duly paid; that death takes place within One Month from the occurrence of the Accident, and that notice of death, with full particulars, is sent within fourteen days of its happening to Mr. J. V. VERNON, Hongkong. It being declared that \$1,000 only will be paid in respect of any one death.

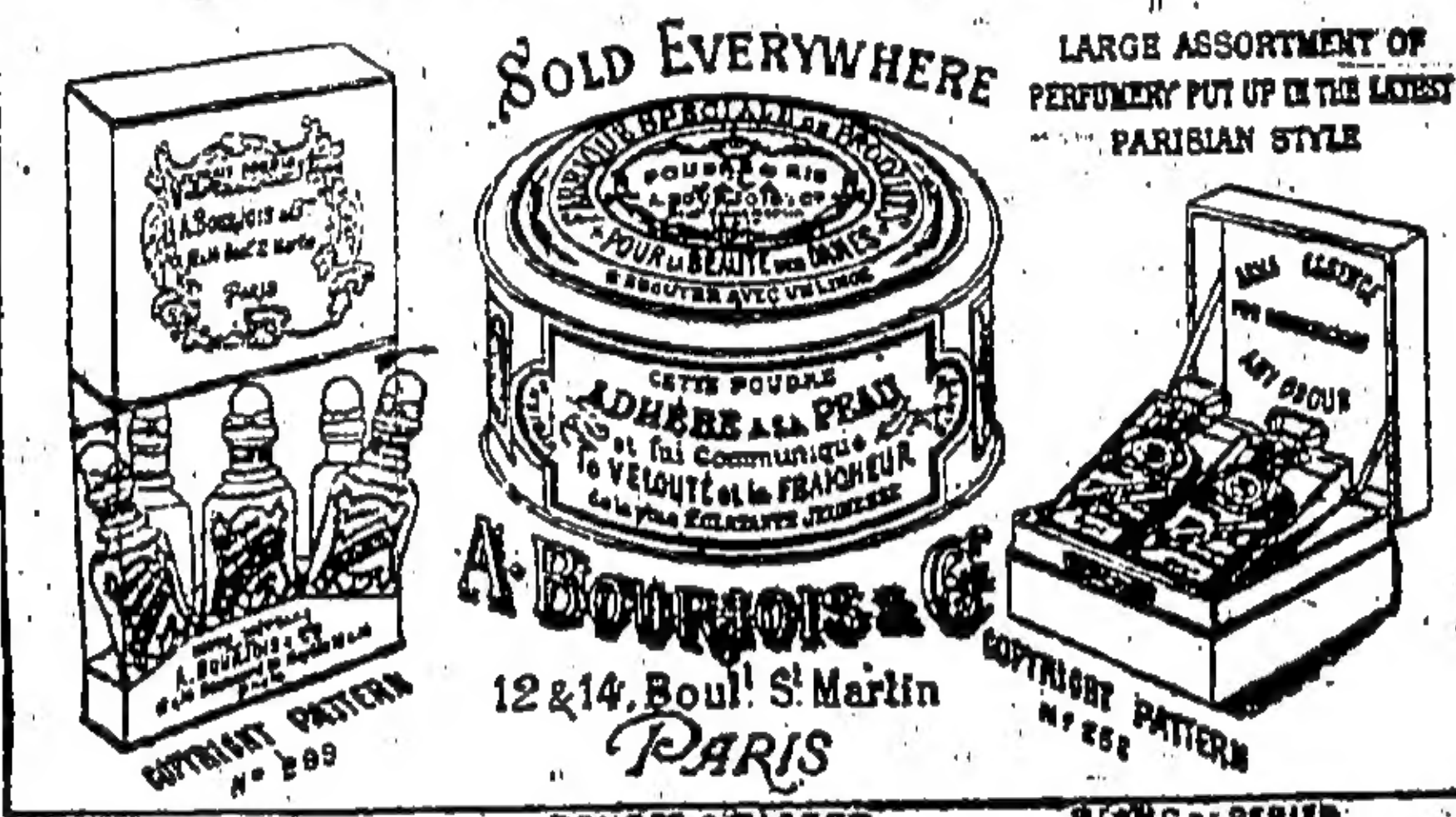
* This premium is paid quarterly in advance by the Proprietors of The Hongkong Telegraph.

J. V. V. VERNON,
AGENT.

Hongkong, 1st January, 1896.

SPECIAL MAKERS OF ARTICLES FOR LADIES' COMPLEXION

JAVA POWDER



Shipping.

STEAMERS.

"GLEN" LINE OF STEAM PACKETS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"GLENARTNEY,"
Captain Gedge, will be despatched as above on or about THURSDAY, the 2nd April.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 15th March, 1896. [507]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Steamship

"CHINGTU,"
Captain Innes, will be despatched on MONDAY, the 6th April.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 23rd March, 1896. [553]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"DARDANUS,"
Captain Gregory, will be despatched as above on WEDNESDAY, the 8th April.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 23rd March, 1896. [553]

"SHELL" LINE OF STEAMERS.

FOR HAVRE AND LONDON.

THE Company's Steamship

"TURBO,"
Captain J. Moses, will be despatched as above on FRIDAY, the 10th April.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 23rd March, 1896. [447]

JAVA, CHINA JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS. (Subject to Alterations.)

JAVA, HONGKONG, YOKOHAMA, KOBE, AMOI, HONGKONG, SINGAPORE, JAVA.

FROM HONGKONG.

S.S. Cassius To JAVA April.

S.S. Fidelity To JAVA May.

S.S. Fidelity To JAPAN April.

S.S. Germania To JAPAN May.

S.S. Cassius To JAPAN June.

General Agents for China & Japan, LAUTS, WEGENER & Co.

Hongkong, 24th February, 1896. [391]

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"NESTOR,"
Captain Arguith, will be despatched as above on WEDNESDAY, the 1st April.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 18th March, 1896. [478]

CHINA NAVIGATION COMPANY, LIMITED.

FOR CHEFOO AND TIENTSIN.

THE Steamship

"KWEIYANG,"
Captain Dawson, will be despatched on THURSDAY, the 2nd April.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th March, 1896. [559]

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 100 A. I. British Ship

"BRODICK CASTLE,"
Ferguson, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.,
Agents.

Hongkong, 5th December, 1895. [1692]

FOR SAN FRANCISCO.

THE 100 A. I. British Ship

"QUEEN ELIZABETH,"
Fulton, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.,
Agents.

Hongkong, 18th February, 1896. [556]

FOR SAN FRANCISCO.

THE American Bark

"COLOMA,"
Noyes, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.,
Agents.

Hongkong, 3rd March, 1896. [445]

FOR NEW YORK.

THE 100 A. I. American Iron Ship

"T. F. OAKES,"
E. W. Reed, Master, shortly expected from the North, will load here for the above Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 27th February, 1896. [413]

FOR NEW YORK.

THE 3/3 L.L. American Ship

"TAM O'SHANTER,"
Peabody, Master, will load here for the above Port, and will have quick despatch.

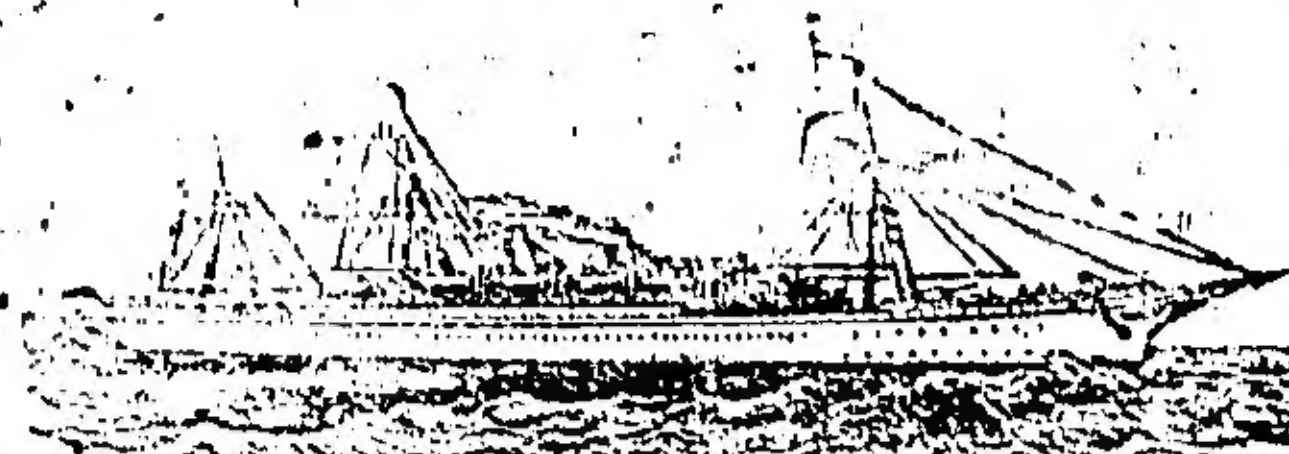
For Freight, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 16th March, 1896. [581]

Sails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 8th April.

EMPRESS OF INDIA...Comdr. H. Pybus, R.N.R....WEDNESDAY, 29th April.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R....WEDNESDAY, 20th May.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving the daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pudsey Street.

Hongkong, 18th March, 1896.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,

CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Nagasaki, Kobe, Inland Sea and Yokohama)..... Tuesday, 8th April, at Noon.

Bulwer (via Nagasaki, Kobe, Inland Sea and Yokohama)..... Saturday, 25th April, at Noon.

Coptic (via Nagasaki, Kobe, Inland Sea and Yokohama)..... Wednesday, 13th May, at Noon.

THE Company's Steamship

"DORIC,"
will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on WEDNESDAY, the 8th April, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until 1 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 21st March, 1896.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID

THE BEST DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 25th March, 1896.

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.